

Sole Agents for the
**UNITED ASBESTOS COM-
PANY, LTD. LONDON.**
DODWELL, CARLILL & CO.,
General Agents.

THIRTY DOLLARS
PER ANNUM

Hongkong, 16th May, 1894. 130

Today's
Advertisements.

PUBLIC AUCTION.

THE Undersigned will sell by
PUBLIC AUCTION,
ON
SATURDAY, the 10th December, 1898,
Commencing at 2.30 P.M.,
at his Sales Room, Zeland Street, No. 2,
A QUANTITY OF
HOUSEHOLD FURNITURE, &c.
Comprising—
DOUBLE and SINGLE BRASS and IRON
BEDSTEADS with SPRING-MATRESSES,
WARDROBES with and without BEVELLED
GLASS, TOILET TABLES, WASHING-
STANDS, BOOK-CASES, SOFAS, EASY-
CHAIRS, COUCHES, TABLES, CHAIRS,
COOKING-RANGE, &c., &c., &c.

A Large ENGLISH BILLIARD TABLE by
BURROUGHS and WATTS complete with
POCKET'S COUNTING BOARD, LONDON
CUES, RESTS, & IVORY BALLS, STANDS
and all ACCESSORIES including the necessary
GAS-FITTINGS.
1 GENT'S BICYCLE "CRESCENT."
1 GENT'S BICYCLE "FAMOUS"—Hall
Racer, new.
1 LADY'S BICYCLE—Italian Manufacture.
1 TENNIS-NET with Patent Poles and
Balls, almost New.
1 COTTAGE PIANOS.
On View at the Undersigned's from THURSDAY,
the 8th December, 1898.
Catalogues issued prior to Sale.
TERMS OF SALE:—Cash on delivery as
Customary.

PAUL BREWITT,
Auctioneer.
Hongkong, 7th December, 1898. (1439)

NOTICE.

PUBLIC AUCTION.

MR. H. N. MODY has been instructed to
PUBLIC AUCTION
ON
WEDNESDAY, the 1st December, 1898,
at 3 o'clock P.M.,
on the Premises,
THE FOLLOWING VERY VALUABLE
LEASEHOLD AND RECLAMATION
PROPERTY, viz:—
ALL THAT PIECE or PARCEL of
GROUND registered in the Land Office as
Section A of MARINE LOT No. 7, together
with the Reclamation in front thereof.

The above Section A of MARINE LOT No. 7
is bounded on the N. by the Praya, measuring
thereon 100 feet, and by Section B of MARINE
LOT No. 7, measuring thereon 7 ft. 3 in., on
the South by MARINE LOT No. 3, measuring
thereon 170 ft., on the E. by MARINE LOT No. 2C,
measuring 175 ft. and on the W. by Section B
of MARINE LOT No. 7, and measuring
thereon 125 feet, and contains in the whole an
area of 10,415 7/12th feet. It is held for the
residue of a term of 999 years from the 24th
June, 1861. Proportion of CROWN RENT
\$343.37. The Premises No. 9, Praya Central
are let to various tenants producing a total
monthly rental of \$1,160.

The Reclamation has been filled in and
possesses a sea frontage of 64 feet 8 in. and an
area of 16,505 square feet.

The Sum of \$1,410.48 still remains to be
called up of the money to be contributed to the
making of the Reclamation under the Reclamation
Agreement and the Reclamation will be
sold subject to this.

For Particulars and Conditions of Sale, apply to
Messrs. DEACON & HASTINGS,
or to
The Auctioneer.

N.B. The above area is that contained in
the Reclamation Agreement. It has since been
ascertained that the area available Assignment
is 16,818 square feet and possession is about to
be given by the Government.

Hongkong, 7th December, 1898. (1415)

A SEASONABLE GIFT.

A bond which, at in-
appreciable cost to
you, will secure the
welfare of your family
in event of your
death; and provide
for your own later
years, if you live.

THE
EQUITABLE
LIFE ASSURANCE SOCIETY

OF THE
UNITED STATES.

100 HURST STREET,
Hongkong, 6th December, 1898. (1437)

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA VIA AMOY.
THE Company's Steamship

"SUNGKIANG,"
Captain Dodd, will be despatched as above
TO-MORROW, the 8th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th December, 1898. (1434)

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND TAMSUI.
THE Company's Steamship

"HAILONG,"
Captain Robson, will be despatched for the
above Ports, on SATURDAY, the 10th instant,
at Daylight.
For Freight or Passage, apply to
DOUGLAS LARLAIR & Co.,
General Managers,
Hongkong, 7th December, 1898. (1438)

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"ORESTES,"
Captain Pallard, will be despatched as above
on MONDAY, the 12th instant, at Noon.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th December, 1898. (1439)

Today's
Advertisement.

LOST.

ON FRIDAY or SATURDAY last, a small
GOLD CHARM, in the shape of a coat.
Anyone RETURNING the same to the Under-
signed will be suitably REWARDED.
ALFRED G. WISE.
Hongkong, 7th December, 1898. (1435)

Intimation.



A. S. WATSON & CO.,
LIMITED.

FLOWER AND VEGETABLE
SEEDS.

FOR THE SEASON 1898/1899.

Orders are executed from New Stocks only.

Priced Catalogues with Hints for Gardening
can be obtained on Application.

These SEEDS are supplied to us by the best
growers in the World. It is particularly re-
quested that care be taken when sowing and
supervision exercised over Chinese gardeners,
whose incompetence in dealing with the Seeds
may sometimes lead to disappointing results.

CLAY'S FERTILIZER

Supplies natural nourishment to the soil

IN TINS

10lbs. each \$1.75
25lbs. each \$4.50

RANSOME'S LAWN MOWERS.

The Best and Cheapest Machines in the
Market. Supplied at Manufacturer's
Prices.

FERMINGER'S MANUAL OF GARDEN-
ING FOR THE TROPICS.

PRICE \$7.50

A. S. WATSON & CO., LD.,
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,
Advertisements, &c., be addressed to the "Manager, Hongkong
Telegraph," and not to the Editor.
Letters on Editorial matters to be sent to "The Editor" and
not to individual members of the staff.
Communications intended for publication must be accompanied
by the name and address of the writer, not necessarily for
publication; but as evidence of good faith.
While the columns of the Hongkong Telegraph will always
be open for the free discussion of all questions
affecting public interests, it must be distinctly understood that
the Editor does not in any way hold himself responsible for
opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for
insertion in this paper at least three days before the date of
insertion, so as to enable the Editor to select the most suitable
space and to return the early publication of the paper.
Advertisements and Subscriptions which are not ordered for a
fixed period will be continued until discontinued.
The Hongkong Telegraph has the largest circulation of any
English newspaper published in the Far East, and is therefore the
best medium for Advertisers. Terms can be obtained on application.
The Hongkong Telegraph's number at the Telephone Central
Exchange is No. 1. Telegraphic address: "Telegraph,"
Hongkong.

HONGKONG, WEDNESDAY, DECEMBER 7, 1898.

NOTES AND COMMENTS.

If the information wired by the *Times*
correspondent at Washington should
prove to be correct then it is evident that
the Peace Commission will not be required
to deliberate for any length of time over
the cessation of the Caroline Islands.
Apparently all that the United States
require is a coaling station in the group
and we can quite understand that there is
not likely to be any objection raised to
the sale of the balance of the group to
Germany, as the islands lie away from the
great ocean highways and therefore
possess no great strategical value. We
presume that Germany is anxious to
acquire them in order to provide a coaling
station as a sort of half-way house be-
tween Kiaochow and her possessions in
New Guinea.

As apparently the destiny of the Car-
olines is about to be satisfactorily arranged,
we should like to know what steps are to
be taken with regard to the Sulu Group
and Palawan. Are these islands included
in those handed over to the United States
for the consideration of twenty millions of
dollars, or will they be separately
negotiated? If they are not included
in the sale of the Philippines then we
should like to see them purchased by
Great Britain in the same manner
that Germany proposes to purchase the
Carolines. The Sulu group, as we have be-
fore pointed out, lies across the direct
route between Australia and China and
would be well worth acquiring for that
reason alone, while Palawan from its con-
tingency to Borneo naturally falls into the
British sphere. Both Sulu and Palawan

were formerly under the Sultan of Brunei
and have therefore another, if less sub-
stantial claim to them. If these islands are
to come into the market it would be a pity
to let them go to another Power.

According to the telegram from the
Manila paper *Frederico* which we repro-
duce in another column, Mr. Argoncillo,
the Philippine envoy, does not approve of
the purchase of the Philippines. He says
that the Philippine Government will not
allow themselves or their people to be
bought and sold like so much merchandise.
He claims that the independence of the
Philippines was assured before the decla-
ration of war between Spain and the United
States. We fear that he is
not correct here. The Philippine
rebellion had been settled before the
war broke out and it was only recom-
menced when the Americans took
Aguinaldo and his followers back to the
islands and armed them. We do not
know whether the utterances of Mr.
Argoncillo, as reported by telegram,
are in accord with the wishes and in-
tentions of the Philippines as a whole, but
the fact remains the same that the situation
in Luzon is critical and the United States
Government will have to deal diplomati-
cally and carefully with the Philippine
question in order to avert trouble. We
shall watch the development of the situa-
tion with interest.

REUTERS' MESSAGES.

THE FUTURE OF THE CAROLINE
ISLANDS.

LONDON, December 6th.
The *Times* Correspondent at Washington
telegraphs that Spain is negotiating for the
sale of the Caroline Islands to Germany. It
is believed that the United States will not object,
but that they wish to buy one island for a coal-
ing and cable station.

FORECAST OF PRESIDENT MCKINLEY'S
MESSAGE.

A forecast of President McKinley's message,
says, that the President will not define a policy
for the new Colonies, but will urge Congress to
deliberate earnestly on the subject. That he
will suggest an increase of the Army to 100,000
men; will demand money for the Navy, and
that he will not propose any financial or tariff
changes.

RAILWAYS IN CHINA.

Captain Twiss, R.E., and Capt. Purvis, R.E.,
are proceeding to Peking per s.s. *Himalaya* to
make railway surveys.

SPECIAL TELEGRAMS.

WASHINGTON, November 30th.
The military force now in the Philippines
will remain up to its present standard and no reduc-
tion will be made in the army there; if any-
thing, it will be increased.

SAN FRANCISCO, November 30th.
The battle ship *Wyandott* was launched
today from the Union Iron Works dock, in the
presence of thousands of spectators. When
launched she was given a slow glide into the
water. The *Wyandott* is built on the same
plan as the Oregon, but much larger. She will
carry ten-inch guns, instead of eleven.

NEW YORK, November 30th.
The question of the commercial treatment of
the Philippines has been the chief topic of dis-
cussion in the editorial columns of the leading
dailies of this city for the past two days. While
the leading Democratic papers are urging that a
tariff for revenue only should be adopted, the term
"open door" is generally interpreted to mean
that the home market will be kept unclosed
and unguarded. It is urged that every effort
be made to foster the enterprises now existing
in the Philippines and extra inducements
will be offered to secure new ones. The same
maling laws are now in use in the United
States will be adopted for the Philippines and
it is believed that the purchase of the islands by
the United States will inaugurate such an era of
prosperity as has never before been dreamed of.

Since the election throughout the states a
controversy has been carried on by the various
leading newspapers regarding the question of
imperialism. In discussing the question party
lines are not drawn, as some of the strongest
gold-bug, Republican papers are to be found
opposed to the present administration together
with some of the most radical liberal Democratic
sheets, and vice versa. In the meantime the
President continues to carry out the programme
outlined by him at the beginning of the
American-Spanish war, knowing that the last
election his procedure was endorsed by the
people.

WASHINGTON, December 1st.
Germany has evidently concluded that she
has lost nothing in the vicinity of the Philippine
Islands, and the once worried air of the emperor
has given way to one of nonchalance. In reply
to a note recently sent to the German ambas-
sador by the Secretary of State, Minister Stern-
berg has stated that Germany has no special
interest in the control of the Philippine Islands
but that her government would be perfectly
satisfied with the results of the work done by
the Paris peace conference. The conclusion,
therefore, is reached that inasmuch as Germany
has decided to interfere on behalf of Spain no
other foreign power will care to take a hand.

NEW YORK, December 1st.
As reports continue to come in regarding last
Tuesday's storm along the Atlantic coast, it is
found that the damage to shipping was more
serious than at first estimated. The assertion
is now made that over 200 vessels were lost in-
cluding the steamer *Forland*. This vessel was
wrecked on the Massachusetts coast and all on
board are supposed to be lost. The crew of 45
men together with 60 passengers are believed to
be drowned, owing to the fact that much
weeback from the *Forland* has been washed
ashore, but as for no bodies have been re-
covered.

Since it has been announced that Lieutenant
Robson has signed a contract agreeing to write
a full and complete account of the exploit of the
United States coffer *Merrimac*, he has been
almost constantly annoyed by offers of various
kinds. The latest proposition made him is said
to come from a lecturer bureau offering him the
sum of \$50,000 for a series of lectures to be
delivered as may be later agreed upon. The
famous officer firmly declined the proposition,
urging that he had already received more
notoriety than he desired.

A severe blizzard has been raging throughout
the eastern States for the past twenty-four hours
and all traffic is completely at a standstill. The
snow is about a foot deep on the level, but
during the night a strong northerly wind caused it
to drift badly filling the cuts and blocking the
railroads. The telegraph and telephone com-
panies are bothered by the breaking down of

wires, and in many places it is not safe to travel
on the streets on account of them. The fire
department here has also been greatly annoyed
by wires becoming crossed, especially in the
suburban districts. It is conceded that the
storm is the worst which has visited this section
in the last five years. Reports of terrible
suffering in the poorer quarters are beginning to
come in.—*American*.

WEATHER REPORT.

The Observatory report says:—On the 7th
at 11 35 a.m.: The barometer has risen in the
North, and remains steady in the South.
Pressure is high over Central China with
moderate gradients and fresh to strong monsoon
on the coast and in the N. part of the China Sea.
FORECAST:—Moderate N.E. winds; fine.

LOCAL AND GENERAL.

Two keepers of unlicensed lodging houses were
to-day fined \$35 or six weeks.

For stealing two cattle of salt fish a coolie was
to-day sent to prison for twenty-eight days.

For breaking and entering No. 129 Queen's
Road, with felonious intent a coolie was to-day
sent to gaol for two months.

A sentence of forty-two days' hard labour was
imposed on a coolie to-day for stealing a basket
of sandalwood, some matches, a blanket, some
pears, a piece of woollen cloth, and sundry
articles of clothing.

RAILWAY construction, on the Taping to Kuala
Kangar section, made little progress in Sep-
tember owing to heavy sickness. Out of 153
coolies working at the Ganong Pondok pass,
103 were down with fever.

Mr. J. G. Glass, late Secretary to the Govern-
ment of Bengal in the Public Works Depart-
ment, has been selected by the Messrs. Roth-
schild's Peking Syndicate, to report on the im-
mense coal and iron concessions in the Shanai
district.

Mr. MICHAEL JENSEN, steamship owner at Ap-
penrade, and well known in China and Japan, has
acquired the steamer *Saint Elmo* for his new
line of mail boats between Shanghai, Kiaochow
and Tientsin. The steamer, a fine vessel, hence-
forth will carry the name of *Tientsin*, and will
be commanded by Captain Bendken.

TO-MORROW afternoon the Hongkong Football
Club will play The Band team of the K. O. R.
Kick-off at a quarter-past four. The following
will play for the Club:—F. H. Kew, H.
Pickney, A. S. Anton, Clough, K. O. R., C. T.
Kew, W. H. Howard, A. R. Lowe, H. W. Looker,
I. F. Noble, H. Hancock, E. F. Mackey.

The Royal Langkat Petroleum Company con-
tinues to prosper. The bore sunk at Telaga
Said is now said to be the most productive oil-
well yet worked by the Company. At Sengel
Datu, on the Company's concession, another
spotting petroleum well has been bored. A
line of pipes has been laid to it. These findings
have resulted in the Company's shares rising
steadily and rapidly.

The case of the British steamer *Wyandott* is
an example of a danger to which tank steamers
are exposed. She left Philadelphia on the 6th
with a cargo of 1,300,000 gallons of oil, and
on her way down the Delaware River scraped
over the Cherry Island flats, while following
the channel. She got off without trouble, but
the impact strained the bulkheads aft, and the
oil poured into the stokehold, catching fire. She
was instantly beached, and no lives were lost,
but the steamer, valued at \$50,000, and cargo,
belonging to the Standard Oil Co., were totally
destroyed.

From a recent issue of the *Engineer*, it appears
that the Japan Railway Company were induced
by an energetic "drummer" to dispose of their
English locomotives and substitute some of
American manufacture, which were delivered in
an incredibly short time, the result was most
unsatisfactory. The boilers and furnaces giving
a great deal of trouble, six out of the forty-four
engines being incapacitated within six months
and having to wait now new boilers could be
obtained from America for them. A probable
reason of the success that attends American
enterprise is given, viz., that English shops are
so full of work that they cannot guarantee the
delivery of their orders in the specified time.

In anticipation of any possible acts of aggres-
sion on the part of the French squadron falling
the satisfactory settlement of the Ningpo cem-
etry site, the Viceroy Liu has ordered the whole
of the Nanyang squadron of ten cruisers and
gunboats with the torpedo squadron to rendez-
vous at Nanking at once, instead of being scat-
tered as hitherto at Wounging, Kiangyin, Chi-
kiang, and other places. Furthermore it is
probable that H.E. the Viceroy desires, if there
is any fighting to be done, that his Nanyang
officers should fight under H.E.'s own eyes this
time.—It appears that so far there has been
only one application for leave of absence in the
squadron which it is needless to say has not
been successful.—*N. C. D. News*.

The *Kots Herald* of the 23rd ult. points out
the danger to the Japanese readers of ascribing
the objections raised by Aliens against coming
under Japanese jurisdiction, to racial prejudice,
and disingly says that the main reason is want
of confidence in Japanese laws and Japanese
judges. A decided point is made by showing
the defects in the constitution caused by the
Japanese aversion to acknowledge Western
assistance, our contemporary showing how the
greater part of the reforms effected have been
through the instrumentality of foreigners. In
conclusion the *Herald* says that a few more
years should be allowed to elapse to enable the
judges to become better acquainted with the
new code before extra-territoriality is abolished.

The theft of twenty cattle of salt fish to-day
caused a coolie to be sent to gaol for twenty-
eight days with hard labour.

The permanent way being nearly completed it
is expected that through communication between
Okoyama and Tsuyama will be opened on the
5th December.

A COLLISION caused by a mistake made by the
pilotman occurred at Iwanuma Station on the
24th ult.; no lives were lost but several passen-
gers were injured and both trains badly damaged.

FOR stealing ear-rings from a woman in a public
street a coolie aged 18 was to-day sent to prison
for four months. He was also ordered to receive
fifteen strokes of the birch on admission to the
gaol and twenty strokes fourteen days before
discharge.

THE *Yin* Demoralisation Enactment in Perak
has been amended to enable the coin to be
accepted at all Government treasuries there either
in payment of revenue or in exchange for legal
currency, without any discount, up to and
including the first day of December.

A NEW mining law is under discussion in the
Netherlands States-General. Pending its com-
ing into force, all applications for mining con-
cessions will be kept at Batavia. The moment
the law has been passed, the mining depart-
ment will consider the applications and grant
them by drawing lots.

THE *Batavia Nieuwsblad* hears that a British
firm at Surabaya intends starting a provision-
preserving establishment at a healthy spot high
among the mountains of Mid Java. There
poultry and cattle are said to be cheap and
plentiful. European vegetables flourish. Water
for motive power is available in abundance.
This firm has branches at Singapore and London.

THE Japanese seem to thoroughly appreciate
the advantages of rapid transit, and are making
every effort to get their island towns and sea-
ports connected by railways as speedily as
possible. Work at the Trukano-yama tunnel
and Shioanogawa bridge going on simultane-
ously, they expect to have both jobs completed by
the middle of next month when the journey
between Tokio and Nigata will be accomplished
in sixteen hours.

TRADE is so depressed in Portuguese Timor
that the Packet Navigation Company finds
cargo hard to get there. Importations of rice in
that quarter have so fallen off, that the worst is
feared for the Chinese dealers who had under-
taken, under penalty of fine, to keep as much
grain in stock as would supply local wants for
two months. Had they not done so, a Singapore
syndicate would have secured a monopoly of the
rice trade in Portuguese Timor.

Lord Salisbury's father was a very active man,
and expected all with whom he came in contact
to be as energetic. Sometimes he would return
from the House of Lords late at night—those
were the days when the House sat late—and
at his summons of "Get up, we're going to
Hartfield," his family would have to arise and
prepare for an immediate departure from town.
He had broad views as to the education which
his daughters should receive; and they were
taught outdoor recreations quite as carefully as
indoor studies.

A WELL-INFORMED native correspondent, at
Twatui says that things are in an awful state
throughout Formosa. The Japanese are obliged
to keep close to the few centres where there are
garrisons. In the South it is dangerous for
foreigners to go beyond the strictest treaty port
limits, and business of all kinds is at a complete
standstill. The island commercially has retro-
graded very markedly since Japan annexed it,
the whole being in a complete state of anarchy.
The murder of Japanese in detail is a daily
occurrence; and the long-expected pacification
seems as far off as ever.—*N. C. D. News*.

THE Prince of Wales returned to town the
other day in greatly improved health. Con-
cerning his injury the *Diary of the Speaker*
says:—"The severe local injury to the knee
has undergone a change as gratifying as it
was unexpected. That has happened which
does not occur once in a hundred cases of
fractured knee-cap, the two portions of the
bone have been knit together by natural process
without any need to resort to an operation,
which in the case of the Prince the surgeons
dared not attempt. The result is that his Ro-
yal Highness is already able to walk better than
anyone dared two months ago to hope would be
the case, and there is every prospect that he
will in course of time make a complete recovery
from an accident that at one time threatened to
maim him for life." The gratification at this
good news will, as the *Diary* adds be universal.

FOR over thirty years the Mississippi river has
been the scene of extensive and costly experi-
ments in removing the sandbars which impede
navigation during the season of low water, but
within recent years there have been adopted two
general systems of improvement. "The first of
these," says the *Engineering News*, "is the
establishment of permanent bank-protection
works to rectify and improve the channel. The
second is the use of hydraulic dredges of
enormous capacity to cut channels through the
bars which develop at every season of low
water. A peculiar feature of this dredging
is that the entire benefit from it is reaped
in the few weeks, or sometimes months, that
the low-water season lasts. As soon as
the depth of water in the river increases again
the shifting sands of its bottom are again set on
their interminable travels, and long before the
water comes again every vestige of the season's
dredging work is wiped out. The same thing
would be true even if dredges of ten times the
size of the huge machines now at work were to
undertake the task. Beside the power to carve
its way of the Mississippi in flood, man's largest
machines are prey indeed."

A FRENCH military surveying party, under the
guidance of members of a commercial and railway
mission is now engaged in busily exploring the
Tungking Lake and Hannan generally. They
have chartered the steam launch *Titan* at Han-
kow to tow their boats through the lake.

A CHERPOO dispatch states that, owing to the
general distress caused by the disastrous Yellow
River floods, numbers of the refugees have taken
to piracy on the coast, a large number of cargo
and passenger junks having been robbed within
the last two months, with considerable loss both
in life and goods. At first the larger and better-
armed junks were not molested at all, but owing
to the powerlessness of the authorities to punish
these depredations the pirates have become
bolder and larger junks have recently also been
attacked. On the 18th ultimo a well-armed junk
with a numerous crew and some twenty passen-
gers was attacked near Cheloo by two pirate
junks and a desperate encounter ensued, result-
ing in the loss of twenty-two men in killed and
wounded on the junk and some £1,400 in
cash and goods.—*N. C. Daily News*.

BEFORE Mr. A. G. Wise, in the Summary Jus-
tice Court to-day, S. A. Joseph, broker, sought to
recover \$300 from Wei Hing, comprador, on a
share transaction. Mr. Hsinghouse appeared
for the plaintiff and Mr. Hastings for defendant.
The plaintiff said that on behalf of Mr. Remedios
he sold 200 Caledonian Gold Mining shares to
defendant at \$3.75 on time. This was in March
and at the June settlement the shares had gone
down, and there was also a call of \$1.50 on
them. The shares were sold at \$3 to Mr. Henry.
He had received altogether \$800 from defendant,
including \$100 debited to his assistant, Mr.
Fredericks. So as not to lose face with his
principal, witness said the call, looking forward
to recover it from defendant. He said that he
had been asked by Mr. Fredericks, on behalf of
defendant, to pay the call. The shares were re-
sold for \$600, and the call paid by plaintiff was
\$350; the total amount paid by defendant was
\$800, leaving a balance of \$150, which plaintiff
claimed. Mr. Fredericks, in his evidence, denied
ever having told plaintiff to pay the call on
behalf of defendant. Mr. Hastings for the
defence, said that there was no evidence what-
ever that defendant asked plaintiff to pay the
call. The plaintiff had nothing to do with the
shares except as broker, and if anybody had a
right to sue it was Mr. Remedios. He referred
to a previous decision in the same Court which
decided the point. Judgment was given for de-
fendant with costs.

THE Chinese officials appear to have learned,
though at a rather late hour, a lesson from the
German seizure of Kiaochow. According to
despatches received from Nanking, when it was
rumoured that, owing to the difficulty of settling
the French claims regarding the Ningpo
Cemetery plot, the French intended to emulate
the German example at Kiaochow by the seizure
of some place in the Yangtze Valley, both
Viceroy Liu and Viceroy Chang, who have
change of the defences of the great river, made
every preparation to prevent the threatened
coup, and all military officials from Tung-
ming Island near Shanghai, up to Ichang
received strict orders to resist any such
aggression as was expected, on pain of losing
their heads. Extra troops were called in from
the interior to reinforce the garrisons on the
Yangtze, and large quantities of ammunition
were sent to them with orders to use it freely
whenever needed. But when Count de Bessiere
arrived at Nanking to confer with Viceroy
Liu guarded only by a second-class cruiser,
the *Discardus*, the tension was considerably
relieved.—It having been also rumoured that
the French Consul-General would be escorted
to Nanking by the whole French squadron of
the Far East. In spite of the peaceful action
of the French so far, there are yet many res-
ponsible mandarins who claim that the reports
they had received concerning the anticipated
aggressions of the French were from "perfectly
reliable sources"—*N. C. D. News*.

IMPERIAL DECREES.

Peking, December 2nd.

MORE GRACIOUS ACTS.

MASONIC INSTALLATION.

TODOR MILITARY AND NAVY, NO. 848, S. C.

The installation of officers of the Military and Navy Lodge 848, S. C. took place last evening. The R. W. G. M. (Hon. C. P. Chabot) presiding. There was a large attendance of members and the visiting brethren also manifested strongly. The officers installed were as follows:—R. W. M. Wor. Bro. G. Wilson; Immediate P. M. Wor. Bro. J. Blake; Wor. Sec. Warden, Bro. H. Horley; Treasurer, Bro. W. E. Dew; Sec. Deacon, Bro. P. Pickering; Organist, Bro. L. Shillington; I. G. Bro. C. F. A. Bowley; W. Jun. Warden, Bro. W. H. Sidwell; Secretary, Bro. J. C. Cawley; Jun. Sec. Bro. H. Dunscombe; Director of Ceremonies, Bro. W. L. Ledingham; Steward, Bro. J. H. Ross; Tyler, Bro. J. John.

The toast list was as follows:—

"The Queen Empress and the Craft" by the R. W. M., "The R. H. H. Prince of Wales," R. W. M., "The M. W. G. M. and Officers of the Grand Lodge of Scotland," R. W. M., "The D. G. M. and Officers of the D. G. L. of Hong Kong and South China," Wor. Bro. Spafford; "Sister Lodges and Visitors," Wor. Bro. Safford; "The Newly Installed Master," P. M.; "Wives, Sweethearts and Sisters of Masons," S. W.; "The Immediate P. M. and Retiring Officers," R. W. M., "All Poor and Distressed Masons," Tyler. The hall was most tastefully decorated with flags of all nations, the Union Jack, the Stars and Stripes, and the Japanese and Italian flags being placed in trophy fashion in a conspicuous place. After the ceremonial proceedings an adjournment was made to the dining hall, where some 120 brethren sitting down. The various uniforms of both services, made a bright and animated scene. There were plenty of vocalists on hand and the choruses of the songs were taken up with all the enthusiasm that characterizes our soldiers and sailors; the loyal toasts were given with full musical honours and a really pleasant evening was passed.

The catering was in the hands of Bro. J. C. Goodchild of the Grill Room and he did his work right ably, giving it his own personal supervision. The attendance was first rate and on all hands were to be heard expressions of commendation regarding the manner in which the dinner was served up. When the Company broke up, somewhere in the small hours the general verdict was that a most enjoyable and social evening had been spent.

The following was the menu:—

Menu.
Hot d'Appetizer.
 Anchovy Toast.
Soup.
 Oxtail.
Fish.
 Boiled Rock Cod and Shrimp Sauce.
Entrées.
 Lamb Cutlets a la Jardinière.
 Braised Wild Duck and Chestnuts.
 Capon and Herb Potatoes.
Roasts.
 Turkey and Cranberry Sauce.
 Phoenix and Roast Beef.
 Chicken of the Wood and Yorkshire Pudding.
 English Dressed Sticking Pig and Apple Sauce.
Garnishes.
 Gammon Pie.
 Curry.
 Force Meat.
Salads.
 A la Jardinière.
Vegetables.
 Boiled Cauliflower and Cream Sauce.
 Boiled Potatoes and Butter Sauce.
 Boiled Potatoes.
Sauces etc.
 Vanilla Ice Cream and Pudding Cakes.
 Plum Pudding, Bread and Butter Sauce.
 Gooseberry Pie. Assorted Cakes.
 Cheese and Crackers.
 Fruit in Season.
 Tea and Coffee.

THE PHILIPPINES QUESTION.

(Telegram published in Manila Freedom) LONDON, November 25th.

The proposal to sell the Philippine Islands has created something of a sensation here. Mr. Argonillo, the Filipino envoy, who is now in this city, was interviewed last evening by a representative of the Associated Press with reference to the proposed sale and the position which would be taken in the matter by the Philippine Republic.

He stated that the Philippine Government would not allow themselves or their people, together with their homes and birth right, to be bought and sold as merchandise. They would fight to the bitter end and shed every drop of their blood, if necessary, in defence of their rights.

The speaker did not think the government would object to an American protectorate or even English protection, in fact, that was what his people mostly desired; but they were not willing to be sold by one nation to another without being consulted in regard to the matter.

The Philippines had beaten their Spanish oppressors at every point, until they had the entire Spanish forces in the island of Luzon boxed up in the city of Manila. This was the condition when the American troops landed.

The independence of the Philippine Islands was assured before the declaration of war between the United States and Spain, and the speaker could not see how a nation, which had led the procession through the fortunes of war as Spain had done, could sell a title to something not possessed by it.

INVESTMENT OF ILOILO.

MANILA, December 3rd.

A letter from Iloilo, dated November 26, has been received in this city containing startling news. The writer states that the insurgents at that point are within half a mile of the city, which is completely surrounded. The rebels, who number over 15,000 men, are being mobilized at Jaro, and consist of various tribes many of which are semi-barbarians. At the town of Antique some 25,000 natives have assembled, armed principally with knives and spears, and are preparing to march to reinforce those now massed at Jaro ready to kill in their most barbarous way the first white person they may find. The rebel chief, the writer continues, has notified all Europeans to withdraw from the city of Iloilo at once as he expected to commence the attack on Monday, the 28th. General Riley, however, later entered into an agreement with the commander of the Spanish forces not to make an attack upon Iloilo until after the settlement of the Paris peace conference. Iloilo is the principal city upon the island of Negros and is about 300 miles on an air line southwest of this city or 500 miles by sea route—The Amoy.

ROYAL HONGKONG YACHT CLUB.

DECEMBER CONTEST FOR THE COMMODORE'S CUPS.

In a light and changing breeze the second of the series of races for the cups given by the Hon. F. H. May (Commodore) took place on Saturday. The course for both classes was round the Channel Rocks and the North Falky buoy, starboard. At the time of starting (2.15 p.m.) there was a westerly breeze in the west end of the harbour, and an easterly breeze in the east end, and it was almost a dead calm whilst on the starting line and in its vicinity.

The times of rounding the Channel Rocks were:—

Helmsmen. H. M. S.
 Malt Marlan (Mr. J. Hastings) 3 12 50
 Sybil 3 16 00
 Bonito (Major Cox) 3 18 12
 Erica 3 25 05
 Archer (Hon. H. E. Pollock) 3 25 05
 Chanticleer (Mr. Tomes) not timed
 Chanticleer (Mr. Tomes) not timed

On the return journey the leading boat carried the easterly breeze much further than the others and thus struck out a long lead before she met the westerly wind, and the rest of the boats being a long way behind and it being clearly impossible for the second class boats to cover the course before dark, the Commodore shortened the course and made the race finish with the round complete at the starting line. The time of finishing were:—

Helmsmen. Channel Rocks. Finish. H. M. S. H. M. S.
 Malt Marlan 4 19 00 first
 Sybil 4 29 10 second
 Bonito 4 39 10 third
 Erica 4 59 39
 Archer 5 1 30
 Chanticleer 5 14 40

In the second class, the starters and times of rounding the Channel Rocks and of finishing were as follows:—

Helmsmen. Channel Rocks. Finish. H. M. S. H. M. S.
 Malt Marlan 4 19 00 first
 Sybil 4 29 10 second
 Bonito 4 39 10 third
 Erica 4 59 39
 Archer 5 1 30
 Chanticleer 5 14 40

The first races will be sailed on the 17th inst. The marks carried so far are as follows:—

Malt Marlan 14 Ladybird 14
 Erica 10 Dar 10
 Sybil 5 She 5
 Bonito 1 Princess 1

Light and variable winds were again in evidence, being east when the starting gun went for a class, changing a few minutes after the start to west. The *Active* and *Malt Marlan* got mixed up with a junk at the start, the former having her bobstay carried away. They quickly got clear again and went on with the others.

The course was Kowloon Rocks, Channel Rocks and Meyer's East buoy, twice round. In the heat up to Kowloon Rocks *Active*, *Erica* and *Chanticleer* went away from the rest and rounded the first mark with about a boat's length first, second and third. On the way to Channel Rocks *Chanticleer* and *Phaia* went past the leaders and *Malt Marlan* closed up on *Sybil* and *Chanticleer*. The wind at Meyer's buoy had changed to west and each steersman made for where he thought the belt of calm between the two winds was narrowest, *Chanticleer* had the best place and went away with quite a lead with *Malt Marlan* next then *Phaia* *Erica* *Bonito*, *Sybil*, *Chanticleer*. *Active* giving up this time. In the reach to Kowloon Rocks *Erica* passed both *Phaia* and the *Malt* and held second place past Channel Rocks down to Meyer's buoy. *Bonito* passing both *Phaia* and *Malt Marlan* after rounding Channel Rocks. *Bonito* is a smart boat on a wind, and points better than any of the other boats, doing to her seaper feel, but she does not get through the water quite so fast, in ordinary winds. Perhaps in a hard blow she will move along. The boats were never far apart, with the exception of the *Chanticleer* in the second round, and the line was crossed by *Bonito*, *Phaia* and *Erica* all overpassing.

The second class started with a run down as far as the Channel Rocks which were rounded first by the *Payne*, with the second then *Princess* *Dart* *Ladybird* close together. In the heat up to Meyer's buoy they all closed up, and there was scarcely a minute between them, but the heat up to the finish *Ladybird* went clear away, and crossed the line nearly a minute in front of *Princess* with *Dart* a bad third.

Times
 Channel Rocks. Finish.
 Chanticleer 3 16 18 4 12 30 First 10 marks.
 Bonito 3 21 13 4 20 27 Second 4 "
 Phaia 3 26 14 4 20 05 Third 1 "
 Erica 3 29 10 4 20 37
 Malt Marlan 3 29 51 4 22 55
 Archer 3 22 15 4 24 22
 Sybil 3 22 25 4 26 45
 Meyer's buoy.
 Ladybird 3 38 43 4 26 10 First 10 marks.
 Princess 3 39 50 5 35 45 Second 4 "
 Dart 3 39 33 not timed Third 1 "
 Payne 3 38 50
 She 3 39 10 "

P. O. L. O.
 PRINCE HENRY'S CUP.

There was a fine contest on Monday in the second match of the tournament for the cup presented by H. R. H. Prince Henry of Prussia, the *Civilians* playing the *Club*. The former team secured a goal a sub to the *Club*'s 1. The teams were:

CIVILIANS. CLUB.
 Mr. Lundale 4 Mr. Nugent
 Mr. Hastings 3 Mr. Long
 Hon. F. H. May 2 Capt. Des Vaux
 Mr. Potts 1 Major Jeffreys

Mr. Lundale scored for *Civilians* and Major Jeffreys for the *Club*. Prince Henry was present and much interested in the play. Captain Turner and Laurie were the umpires and Major Cox official timekeeper.

GOLF.

DECEMBER COMPETITIONS FOR CAPTAIN'S CUP AND SILVER MEDAL.

The returns handed in the above contest are as under:—

CAPTAIN'S CUP.
 Mr. P. de C. Morris 89 7 82
 Capt. Urquhart, R.M.L. 84 0 84
 Mr. H. P. Urquhart 79 7 86
 Capt. E. Burns 78 8 87
 Mr. C. A. Tomes 95 8 87
 Mr. P. A. Cox 106 18 88
 Mr. H. L. Dalrymple 99 8 91

SILVER MEDAL.
 Mr. P. de C. Morris 89 7 82
 Capt. Urquhart, R.M.L. 84 0 84
 Mr. J. S. Saunders 85 18 84
 Mr. H. L. Dalrymple 94 8 86
 Mr. C. A. Tomes 93 8 87

TOBACCO.

The *Sourabaya Courier* discusses why tobacco-growing has proved a failure in the islands beyond Java, with the only exception of Deli. Yet, in Borneo and the lesser Sunda islands, large tracts of land are available for that line of cultivation. Tobacco-planting has been tried in these regions, and large amounts of capital have been sunk in the attempt, but the results have been miserable. This is ascribed to the wrong way of setting about the enterprise. Because tobacco cultivation had succeeded in Deli, the methods in use there were slavishly followed without allowance for the peculiar conditions ruling there. The Deli planters had to learn by bitter experience the methods of cultivation suitable to the soil and climate. Coolies had to be trained to leave the new labourers from China. These immigrants were picked men chosen by the planters' agents. Planting in Deli is thus conducted under conditions that cannot be made for success. These considerations were ignored in the other Dutch outlying possessions. Inexperienced coolies were started at a mode of cultivation foreign to them, and the Deli system was applied on the principle that the foot must fit the shoe. Thus, in Borneo, the Chinese coolies employed had no planting experience whatever. They had been recruited at Singapore from among 'kikish-men, water-carriers, and such like raw material. To leave them, recourse was had to coolies who had left Deli with bad records against them, or were too lazy for hard work to gain a livelihood. The inevitable result was disappointment. Remunerative crops never came. Javanese labour equally fell short, from the inferiority of their work compared with that done by Chinese.—*Strait Times*.

NOTANDA.

CALENDAR.

DECEMBER.

Meteorological means based on ten years' observations to 1895.
 Barometer 29.818
 Thermometer 80.1
 Humidity 77
 Rainfall 8.58

TO-DAY.

WEATHER REPORT.
 On date at 10 A.M. On date at 4 P.M.
 Barometer 30.25 30.16
 Thermometer 66 64
 Humidity 24 40
 Rainfall

TO-MORROW.

Thursday, 8th December, 1898.
 (Conception of the B. V. Mary.)
 Chinese—25th of 10th moon of 24th year of Kwong-shi.
 Moon—in Equator 2hr. a.m.
 High water—Morning 1hr. 38min.
 Afternoon 1hr. 35min.
 Low water—Morning 10hr. 16min.
 Afternoon 10hr. 16min.
 ANNIVERSARIES.

1815—Marshall Ney shot.
 1842—European factories at Canton destroyed by a mob.

TO-MORROW.

Thursday, 8th December, 1898.
 (Conception of the B. V. Mary.)
 Chinese—25th of 10th moon of 24th year of Kwong-shi.
 High water—Morning 1hr. 10min.
 Afternoon 1hr. 38min.
 Low water—Morning 10hr. 16min.
 Afternoon 10hr. 16min.
 ANNIVERSARIES.

1841—Hongkong first visited by the French Frigate *Ercole*.
 1861—Eruption of Vesuvius; Torre del Greco with 20,000 inhabitants destroyed.
 1892—Steamers *Zante* and *Hokusan Maru* collided near Yokohama; one life lost.
 1893—Terrible fire at Chinese fête at Ningpo, over 200 lives lost.
 1897—Selfie of Capt. Waddell at Yokohama.

SHIPPING AND MAIL NEWS.

MAILS DUE:

American (*City of Rio de Janeiro*) 9th inst.
 English (*Parramatta*) 10th inst.
 German (*Prinz Heinrich*) 15th inst.
 American (*Belle*) 17th inst.
 American (*Coptic*) 27th inst.

THE P. M. S. S. Co.'s steamer *City of Rio de Janeiro* with mails, etc., left Shanghai for this port at 12 p.m. yesterday, the 6th inst.

THE O. & O. S. S. Co.'s steamer *Coptic* with mails, etc., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 29th ult.

HONGKONG AND WHAMPOA DOCK RETURNS.
Indra Post at Kowloon Dock.
Halfpenny " " "

Tartar " " "
H.G.M.S. Katur " " "
Hongkong " " "
Lehn " " "
Chunian " " "
Jagoban " " "
Hungshan " " "
Zafro " " "

Arrivals. from Agents.
 Dec. 3 S. Rickmers Hongkong B. & Co.
 4 Mochow Hongkong B. & Co.
 5 Whampoa Hongkong B. & Co.
 5 Hattan Hongkong J. M. & Co.
 5 Sihan Hongkong B. & Co.
 5 Atsugan Maru Moll B. & Co.
 6 Hallong Amoy J. M. & Co.
 6 Hongkong Amoy J. M. & Co.

Departures. for Agents.
 Dec. 3 S. Rickmers Hongkong B. & Co.
 5 Sihan Amoy J. M. & Co.
 5 Hattan Amoy J. M. & Co.
 5 Hallong Hongkong J. M. & Co.
 6 Whampoa Shanghai B. & S.
 6 Mochow Hongkong B. & S.
 6 German Hongkong B. & H.

1st Post—*Atsugan Maru*, Hongkong.
 SWATOW.
 Dec. 3 S. Rickmers Hongkong B. & Co.
 4 Mochow Hongkong B. & Co.
 5 Whampoa Hongkong B. & Co.
 5 Hattan Hongkong J. M. & Co.
 5 Sihan Hongkong B. & Co.
 5 Atsugan Maru Moll B. & Co.
 6 Hallong Amoy J. M. & Co.
 6 Hongkong Amoy J. M. & Co.

Departures. for Agents.
 Dec. 3 S. Rickmers Hongkong B. & Co.
 5 Sihan Amoy J. M. & Co.
 5 Hattan Amoy J. M. & Co.
 5 Hallong Hongkong J. M. & Co.
 6 Whampoa Shanghai B. & S.
 6 Mochow Hongkong B. & S.
 6 German Hongkong B. & H.

1st Post—*Atsugan Maru*, Hongkong.
 PASSED THE CANAL.
 OUTWARD—Nov. 21st *Empress* 4th *Romulus*,
Diomed, *Salento*, *Hedda*, *8th* *Calabria*,
Siberia 11th *Palmyra*, *Pathani* 15th *Atsugan*,
Rodriguez 18th *Macao*, *Whitney* 22nd
Indra, *Prinz Heinrich*, 25th *Indra*, *Prinz Heinrich*,
Prinz Heinrich, 25th *Indra*, *Prinz Heinrich*,
 INLAND—Nov. 25th *Atsugan* 29th *Indra*

Shipping.

STEAMERS.

"MOGUL" LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

THE Steamship

"MOGUL," will be despatched as above

TO-MORROW, the 8th inst. at 5 P.M.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 2nd December, 1898. [1407]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN.

THE Company's Steamship

"DEUCALION," will be despatched on

FRIDAY, the 9th inst. at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd December, 1898. [1412]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TAIWANFOO.

THE Company's Steamship

"FOOKSANG," will be despatched as

above on FRIDAY, the 9th inst. at 2 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 6th December, 1898. [1420]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUTSANG," will be despatched as above

on SATURDAY, the 10th inst. at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 5th December, 1898. [1418]

FOR KOBE (DIRECT).

THE Steamship

"HARPERLEY," will be despatched for the above

Port, on SATURDAY, the 10th inst. at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 6th December, 1898. [1433]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TAISANG," will be despatched as

above on SATURDAY, the 10th inst. at 2 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 6th December, 1898. [1430]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR

SINGAPORE, PENANG, COLOMBO, BOMBAY, KARRACHI, ADEN, MASSAUA, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to SOUTH AFRICA, CALCUTTA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)

THE Company's Steamship

"MARQUIS BACQUEHEM," will be despatched as

above on WEDNESDAY, the 14th inst. at 2 P.M.

Sift and Valuable are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 6th December, 1898. [1431]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BRAEMAR," will be despatched as above

on 14th December, 1898.

S.S. "ENERGIA" About 31st Dec., 1898.

S.S. "MOGUL" 15th Jan., 1899.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 7th November, 1898. [1327]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AIRIE," will be despatched as above

on THURSDAY, the 15th inst. at Noon.

The well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd November, 1898. [1383]

"GLEN" LINE OF STEAM PACKETS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENARTNEY," will be despatched as above

on WEDNESDAY, the 21st inst. at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 3rd December, 1898. [1312]

"GLEN" LINE OF STEAM PACKET.

FOR LONDON VIA SUEZ CANAL.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



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STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU J. S. Thompson	MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	TO-MORROW, 8th Dec., at 4 P.M.
KAMAKURA MARU N. Trent	NAGASAKI, MOJI, KOBE & YOKOHAMA	MONDAY, 12th December, at 4 P.M.
SANUKI MARU W. Townsend	MARSEILLES, LONDON, NEWCASTLE, ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	THURSDAY, 22nd Dec., at 4 P.M.
HIROSHIMA MARU T. Tsuji	KOBE and YOKOHAMA	THURSDAY, 22nd Dec., at 4 P.M.
OMI MARU C. Young	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 30th December, at 4 P.M.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 30th November, 1898.

STANDARD OIL COMPANY OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT.

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MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Trams Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX, Crude, Semi-refined and Refined.

ORDERS SOLICITED and LOWEST PRICES QUOTED.



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Rice - Corn - Sugar-cane, etc.

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Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

COMBUSTION

In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. An chemist.

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No. 6, 40 House Street, Praya Central.

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LONDON, NEW YORK, BOMBAY,

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Mitsui Coal Mines.

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Kansai Coal Mines.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

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Cotton Cleaning and Wg. Co., Shanghai.

Onoda Cement Company, Japan.

Kansai Cotton Spinning Mill, Japan.

The Nitta Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory.

Hongkong, 12th December, 1898.



MANUFACTORY all sorts of OIL PAINTS and COLOUR-WASH PREPARED IN ALL COLOURS TO SUIT PURCHASERS.

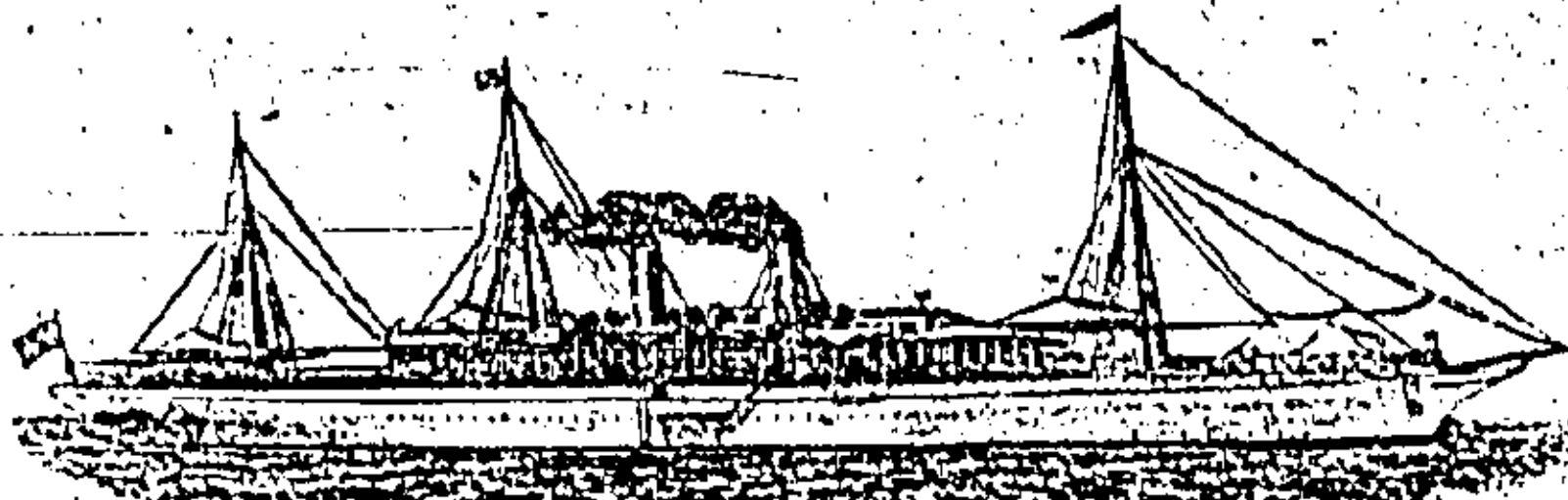
GENERAL AGENCY, BAILEY'S ENGINEERING AGENCY, 15, PRAYA CENTRAL.

Hongkong, 14th May, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 21st Dec., 1898.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 18th Jan., 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th Feb., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 24th November, 1898.

CANADIAN PACIFIC RAILWAY COMPANY.

FOR HONOLULU PACIFIC COAST, CANADA, AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR," 4,495 tons gross register, will be despatched on or about THURSDAY, the 8th December, for VICTORIA and VANCOUVER, B.C., via NAGASAKI, KOBE, YOKOHAMA, and HONOLULU.

The Vessel has excellent accommodation for Saloon Passengers. Through tickets issued to all points.

Through Bills of Lading issued to Japan, Honolulu, Pacific Coast, Canadian, and United States Ports.

For information as to Rates of Freight and Passage Money, &c., apply to

D. W. CRADDOCK, Acting General Agent.

Hongkong, 26th November, 1898.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 15th Dec., 1898.

AMERICAN MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th Jan., 1899.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 7th Feb., 1899.

THE Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 15th December, 1898, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Rates of Passage will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same if required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Stated Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 22nd November, 1898.

[1310]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BALLARAT" Captain C. L. W. Field, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 10th December, at Noon taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 28th November, 1898.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA. IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tacoma... 12.81 | W. Smith... Dec. 10.

Glenora... 1.75 | J. McGillicuddy... Jan. 10.

Olympia... 1.68 | J. Truebridge... Jan. 14.

ALSO

FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Lanox... 1.67 | Williamson | Dec. 24.

Columbia... 1.68 | A. Gow... Jan. 28.

Monmouthshire... 1.87 | W. A. Evans | Feb. 14.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38. Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued for Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 30th November, 1898.

SAILING VESSEL.

FOR NEW YORK.

THE "3/4 A. I. American Ship

"REUCE,"

Capt. Adams, having arrived will load for above port and will have quick despatch.

For Freight, apply to

ARNOLD, KARBURG & Co.

Hongkong 5th November, 1898.

[1320]

Mails.

NORTH GERMAN LLOYD.

(Freight Service.)

HAMBURG AMERICA LINE.

(Ball's Adult Service.)



(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KONIGSBERG ... Chaplain ...	HAVRE AND HAMBURG	About 14th December. Freight and Passage.
*BAMBERG ... Voss ...	HAVRE AND HAMBURG	About 24th December. Freight.
*HEIDELBERG ... Schiller ...	HAVRE AND HAMBURG	About 31st December. Freight and Passage.
*SIBIRIA ... Hildebrandt ...	GENOA AND HAMBURG	About 5th January. Freight and Passage.
*ARMENIA ... Magin ...	HAMBURG AND ANTWERP	About 7th January. Freight.

*These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient lodgement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

Hongkong, 1st December, 1898.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King... 1.379 | Thursday, 10th Dec. 15
Corolla City... 1.002 | Saturday, 12th Dec. 15
Carmarthen... 1.291 | Saturday, 12th Dec. 15

*At NOON.
"BELGIAN KING," will be despatched for SAN DIEGO via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on or about THURSDAY, the 15th December, at NOON.

Through Bills of Lading issued to all points in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be accepted at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.
Hongkong, 8th November, 1898.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 22nd Dec., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st Jan., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 16th Feb., at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 22nd December, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Office in Stated Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 30th November, 1898.

[1330]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA

THE OVERLAND RAILWAYS, AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) To-morrow, 8th Dec., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 15th Jan., 1899, at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 31st Jan., 1899, at Noon.

THE Company's Steamship

"DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 8th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military